UNCLASSIFIED//

RAAUZYUW RULYFOO0036 0441752-UUUU--RULYSUU.
ZNR UUUUU
R 131752Z FEB 14 ZYB
FM NAVSURFWARCEN DET NORFOLK VA
TO COMNAVSURFLANT NORFOLK VA
COMNAVAIRLANT NORFOLK VA
COMNAVSURFPAC SAN DIEGO CA
COMNAVAIRPAC SAN DIEGO CA
COMAFLOATRAGRUPAC SAN DIEGO CA
AFLOATRAGRUMIDPAC PEARL HARBOR HI
AFLOATRAGRUWESTPAC YOKOSUKA JA
COMFFGRON MAYPORT FL
COMFLEACT CHINHAE KOR
COMFLEACT YOKOSUKA JA
COMNAVAIRFOR DET YOKOSUKA JA
COMNAVREG NW SILVERDALE WA
COMNAVREG PEARL HARBOR HI
COMNAVREG SE JACKSONVILLE FL
COMNAVREG SW SAN DIEGO CA
COMNAVSEASYSCOM WASHINGTON DC
COMNAVSURFGRU MIDPAC
COMNAVSURFWARCEN WASHINGTON DC
COMPACFLT PEARL HARBOR HI
COMSIXTHFLT
COMTHIRDFLT
MCAF KANEOHE BAY HI
NAVBASE CORONADO SAN DIEGO CA
OIC FSC NAVPHIBASE LITTLE CREEK VA
NAVSHIPREPFAC AND JAPAN RMC DET SASEBO JA NAVSHIPREPFAC AND JAPAN RMC YOKOSUKA JA NAVSHIPYD AND IMF PEARL HARBOR HI NAVSHIPYD NORFOLK VA NAVSHIPYD PORTSMOUTH NH NAVSHIPYD AND IMF PUGET SOUND DET SAN DIEGO CA NAVSHIPYD AND IMF PUGET SOUND WA NAVSTA MAYPORT FL NAVSTA NORFOLK VA NAVSTA PEARL HARBOR HI NAVSTA NEWPORT RI PRESINSURV VIRGINIA BEACH VA USS GRIDLEY USS MESA VERDE SOUTHEAST RMC MAYPORT FL USS ANCHORAGE USS ARLEIGH BURKE USS ASHLAND USS BOXER USS CARTER HALL USS COLE USS COMSTOCK USS COWPENS USS DENVER USS ELROD USS ESSEX USS FORT MCHENRY USS GERMANTOWN USS GUNSTON HALL USS HARPERS FERRY USS JOHN PAUL JONES USS LABOON USS MCFAUL USS NEW ORLEANS USS NICHOLAS USS OAK HILL USS PEARL HARBOR USS ROSS USS RUSHMORE USS PONCE USS SHILOH USS SIMPSON USS SOMERSET USS SAN DIEGO USS THE SULLIVANS USS TORTUGA USS WHIDBEY ISLAND USS SAN ANTONIO USS NEW YORK USS GREEN BAY USS ARLINGTON PEO SHIPS WASHINGTON DC COMNAVREG MIDLANT NORFOLK VA COMNAVSAFECEN NORFOLK VA CORIVRON ONE CORIVRON THREE CORIVRON TWO SOUTHWEST RMC SAN DIEGO CA SWFPAC BANGOR WA INFO COMUSFLTFORCOM NORFOLK VA COMAFLOATRAGRU NORFOLK VA COMAFLOATRAGRU MAYPORT FL SHIPSUPPACT NORFOLK VA SOUTHEAST RMC MAYPORT FL NAVCRANECEN PORTSMOUTH VA COMLCSRON SAN DIEGO CA NAVSURFWARCEN CARDEROCKDIV BETHESDA MD NAVSURFWARCEN DET NORFOLK VA BT UNCLAS SECINFO/U/-// MSGID/GENADMIN,USMTF,2008/NAVSURFWARCEN DET NORFOLK VA//

SUBJ/11 METER RIB ADVISORY 2014//
REF/A/MSGID:MSG/NAVSURFWARCEN DET NORFOLK VA/051327ZMAR2012/-/NOTAL// POC/GARY JERNIGAN/CIV/UNIT:NAVSURFWARCEN DET/NAME:NORFOLK VA
/TEL:(757) 462-2349/TEL:DSN 253-2349
/EMAIL:GARY.R.JERNIGAN(AT)NAVY.MIL//
POC/THOMAS TATE/CIV/UNIT:CNSL C43E11/NAME:NORFOLK VA
/TEL:(757) 836-3456/TEL:DSN 836-3456/EMAIL:THOMAS.TATE(AT)NAVY.MIL//
GENTEXT/REMARKS/REF A, QUOTED BELOW, ON OPERATIONAL CONCERNS FOR 11 METER RIBS IS FORWARDED FOR YOUR ACTION.
QUOTE
R 051327Z APRIL 17 ZYB
FM NAVSURFWARCEN DET NORFOLK VA
TO COMNAVAIRLANT NORFOLK VA
COMNAVSURFLANT NORFOLK VA
COMNAVSURFPAC SAN DIEGO CA
COMNAVAIRPAC SAN DIEGO CA
INFO NAVSURFWARCEN DET NORFOLK VA
MSGID/GENADMIN,USMTF,2008/NAVSURFWARCEN DET NORFOLK VA/
SUBJ/11 METER RIB ADVISORY 2012/
POC/GARY JERNIGAN/CIV/UNIT:NAVSURFWARCEN DET/NAME:NORFOLK VA
/TEL:(757) 462-2349/TEL:DSN 253-2349
/EMAIL:GARY.R.JERNIGAN(AT)NAVY.MIL/
GENTEXT/REMARKS/1. THIS MESSAGE PROVIDES GUIDANCE TO ALL FORCE COMMANDERS AND 11 METER RIB CUSTODIANS. THIS ADVISORY ADDRESSES OPERATIONAL AND MAINTENANCE ISSUES ON 11 METER RIBS DEPLOYED ON SURFACE SHIPS. ALL SHIPBOARD STANDARD 11 METER RIBS ASSIGNED TO SURFACE SHIPS ARE AFFECTED BY THIS ADVISORY. MANY OF THE FOLLOWING ISSUES ARE ALSO APPLICABLE TO SHIPBOARD 7 METER RIBS AND SHORE BASED ASSETS WITH SIMILAR COMPONENTS.
2. HOISTING SLINGS SHOULD BE INSPECTED PRIOR TO EACH USE AND RETESTED EVERY 18 MONTHS AS REQUIRED BY THE APPLICABLE MIPS. THE USE OF STAINLESS SHACKLES IS NOT AUTHORIZED ON ANY US NAVY BOATS. FOR MORE INFORMATION REFERENCE 7 AND 11 METER RIB HOISTING SLING SHACKLE SAFETY ADVISORY R 191408Z JUL 12.
3. ELEVEN METER RIBS 2003 AND NEWER AND SEVEN METER RIBS 2004 AND NEWER HAVE CUMMINS QSB ENGINES WITH HIGH PRESSURE COMMON RAIL FUEL INJECTION SYSTEMS. THESE SYSTEMS OPERATE AT EXTREMELY HIGH PRESSURES (EXCEEDING 20,000 PSI), WHICH COULD BE HAZARDOUS TO UNTRAINED PERSONNEL. CUMMINS Q-SERIES ENGINES HAVE AN ELECTRIC LIFT PUMP THAT PROVIDES PRIMING PRESSURE TO THE FUEL SYSTEM ELIMINATING THE NEED TO ATTEMPT TO OPEN ANY INJECTORS OR BLEED FITTINGS. TRADITIONAL METHODS OF PRIMING FUEL SYSTEMS BY OPENING INJECTORS ARE NOT AUTHORIZED AND COULD EXPOSE PERSONNEL TO EXTREMELY HAZARDOUS CONDITIONS. CARE SHALL BE TAKEN AND ALL CURRENT MANUFACTURES SAFETY REQUIREMENTS STRICTLY FOLLOWED WHEN WORKING ON THE CUMMINS Q-SERIES COMMON RAIL FUEL SYSTEMS. FOR MORE INFORMATION REFERENCE SMALL CRAFT ENGINE ADVISORY R 161746Z DEC 13.
4. CUMMINS Q-SERIES ENGINES HAVE ELECTRONIC CONTROL SYSTEMS INCLUDING SYSTEM INTEGRATION MODULES (SIM), DIESEL VIEW/VESSEL VIEW DISPLAYS, AND ENGINE CONTROL MODULES (ECM) INSTALLED. THESE COMPONENTS HAVE TO BE COMPATIBLE WITH EACH OTHER IN ORDER FOR THE ENGINE AND MONITORING SYSTEM TO FUNCTION PROPERLY AS A UNIT.
FAILURE TO ORDER CORRECT PART NUMBERS MAY RESULT IN INOPERABLE ENGINE(S). BOAT CUSTODIANS ARE INSTRUCTED TO CONTACT COMBATANT CRAFT DIVISION TPOCS TO ENSURE CORRECT PART NUMBERS ARE VALIDATED PRIOR TO ORDERING ANY OF THE FOLLOWING CUMMINS ENGINE

PARTS: SYSTEM INTEGRATION MODULE (SIM), DIESEL VIEW/VESSEL VIEW DISPLAYS, ENGINE CONTROL MODULES (ECM), AND ENGINES. WHEN CONTACTING COMBATANT CRAFT POC PLEASE INDICATE HULL NUMBER OF CRAFT IN QUESTION, SERIAL NUMBERS FOR ENGINES AND ALL PARTS LISTED ABOVE. PLEASE LIST ABOVE INFORMATION FOR BOTH ENGINES INSTALLED. WHEN ORDERING A REPLACEMENT ENGINE PLEASE PROVIDE SERIAL NUMBERS FOR OLD ENGINES, SIM, DIESEL VIEW/VESSEL VIEWS, ECM.
5. THE MAJORITY OF 11 METER RIBS ARE EQUIPPED WITH TWIN DISC/DOEN WATER JETS. NSWC CCD HAS SEEN FREQUENT FAILURES OF THE THRUST BEARINGS DUE TO SEAWATER CORROSION AND LACK OF LUBRICATION. 11 METER CUSTODIANS ARE ADVISED TO KEEP BILGE WATER AT MINIMUM LEVELS TO PREVENT WATER FROM ENTERING AND DAMAGING BEARINGS. PLEASE REFER TO APPLICABLE MAINTENANCE REQUIREMENTS FOR GREASING.
6. SHIPBOARD RIBS ARE EQUIPPED WITH INFLATABLE SPONSONS THAT PROVIDE FLOTATION AND HULL PROTECTION DURING DOCKING AND VBSS/MIO OPERATIONS. THESE SPONSONS ARE REQUIRED TO BE INFLATED TO 3PSI FOR NORMAL OPS. FAILURE TO MAINTAIN PROPER SPONSON INFLATION COULD RESULT IN HULL AND SPONSON DAMAGE DURING OPS. CUSTODIANS ARE ADVISED TO USE AIR PRESSURE GAGES (WING INFLATABLES PART #1630001, NSN
6685-01-507-0600) TO ASSURE SPONSONS ARE CHECKED AND INFLATED TO 3PSI AS REQUIRED AND STATED IN THE PRE-OPERATION CHECKLISTS LISTED IN THE BOAT INFORMATION BOOKS. IF USING COMPRESSED AIR FOR INFLATION AN OSHA APPROVED AIR NOZZLE SHALL (GRAINGER PART NUMBER 2X492) BE USED TO PREVENT OVER INFLATION.
7. DEPLOYED RIBS OPERATE IN A VERY HARSH AND CORROSIVE ENVIRONMENT.
MANY FAILURES ARE CAUSED BY CORROSION OF ELECTRICAL CONNECTIONS AND COMPONENTS. 11 METER RIBS INSPECTED ABOARD SHIPS ARE ROUTINELY FOUND TO HAVE EXCESSIVE WATER IN BILGES AND HEAVY SALT DEPOSITS ON CONSOLE COMPONENTS. CUSTODIANS ARE ADVISED TO REMOVE BILGE PLUGS WHEN POSSIBLE OR DEWATER BILGES TO MINIMIZE CORROSIVE ENVIRONMENT. RIB EXTERIORS AND MACHINERY SPACES SHOULD BE WASHED AND RINSED WITH FRESH WATER AND MILD DETERGENT PERIODICALLY TO REMOVE SALT RESIDUE BUILD UP. CONSOLE COVERS SHOULD BE UTILIZED TO PROTECT CONSOLE COMPONENTS (BOAT ALTERATION 11MRB/27C). CORROSION INHIBITIVE PRODUCTS SIMILAR TO FLUID FILM CARRIED IN THE STOCK SYSTEM UNDER NSN
8030013816357 SHOULD BE SPRAYED ON ALL ELECTRICAL CONNECTIONS MONTHLY TO HELP PREVENT CORROSION.
8. WHEN RIBS ARE TO BE LEFT WATERBORNE, SHIPS ARE REMINDED TO ENSURE THE BILGES ARE PUMPED PRIOR TO DISEMBARKING AND ENSURE THAT THE BILGE PUMP CONTROL SWITCH IS IN THE AUTO POSITION. ALSO ENSURE THE SUPPLY BATTERY BANK DISCONNECT SWITCH, MAIN 24 VOLT BREAKER AND BILGE PUMP CIRCUIT BREAKER ARE IN THE ON POSITION. BILGE PUMPS WILL NOT OPERATE WITH POWER SECURED. FAILURE TO FOLLOW THESE PROCEDURES COULD RESULT IN SWAMPING OF THE RIB. ALL OTHER CIRCUITS MAY BE CUT OFF. REFER TO RIB BOAT INFORMATION BOOKS FOR ADDITIONAL GUIDANCE.
9. NAVAL DISTILLATE FUEL, NATO CODE F-76 (FORMALLY KNOWN AS DIESEL FUEL, MARINE OR DFM) IS THE REQUIRED FUEL FOR 11 METER RIBS.
JP-5 FUEL IS NOT AUTHORIZED AS AN ALTERNATE FUEL FOR 11 METER RIBS UNLESS SUPPLEMENTAL LUBRICANTS ARE ADDED. USE OF JP-5 FUELS WITHOUT ADDITIONAL LUBRICANTS MAY RESULT IN PREMATURE FAILURE OF MAJOR COMPONENTS OF THE FUEL SYSTEM INCLUDING INJECTION PUMPS AND INJECTORS. A BOTTLED LUBRICITY ENHANCER ADDITIVE "CUMMINS FLEET-TECH ASPHALTENE CONDITIONER" MAY BE MANUALLY ADDED (POURED) INTO THE FUEL TANK TO PROVIDE THE REQUIRED LUBRICITY. THIS PRODUCT CAN BE PURCHASED BY THE CASE (12 QUARTS) FROM THE STOCK SYSTEM UNDER NSN 6850-01-5716236 (CUMMINS PART # CC2597). CAUTION: TO PROVIDE THE REQUIRED LUBRICITY, TWO TIMES THE MANUFACTURER RECOMMENDED DOSE OF CONDITIONER IS REQUIRED TO BE ADDED PRIOR TO OPERATING WITH JP-5 FUEL AS STATED IN THE APPLICABLE MRC. CONSIDERING

THIS INCREASED DOSAGE AMOUNT, ONE QUART OF ADDITIVE TREATS 125 GALLONS OF JP-5. IN THE ABSENCE OF THE CUMMINS CONDITIONER, 15W-40 ENGINE OIL MAY BE ADDED TO FUEL TO COMPENSATE LUBRICITY WHEN MIXED AT 5% RATIO. THIS IS STATED IN CUMMINS BULLETIN 018-002 FUEL RECOMMENDATIONS AND SPECIFICATIONS. FOR MORE INFORMATION REFERENCE SMALL CRAFT ENGINE ADVISORY R 161746Z DEC 13.

10. JP-8 IS CONSIDERED RELATIVELY UNSAFE BECAUSE OF ITS LOW FLASH POINT AND IS NOT AUTHORIZED FOR SHIPBOARD NAVY BOATS.

11. CASREPS ON SEVERAL RIBS INDICATE ENGINE FAILURES AS A RESULT OF OPERATING Q-SERIES ENGINES WITH THE FUEL RETURN VALVES IN THE CLOSED POSITION. OPERATING THE ENGINES WITH THE FUEL RETURN VALVES CLOSED WILL RESULT IN DAMAGING THE ENGINES, FUEL LIFT PUMPS, HIGH PRESSURE PUMPS, INJECTORS, FUEL COOLERS AND MAY FLOOD THE ENGINE LUBRICATING OIL SYSTEM WITH FUEL. SHIPS FORCE IS REQUESTED TO ENSURE THAT THE FUEL RETURN VALVES REMAIN IN THE OPEN POSITION AT ALL TIMES UNLESS THE FUEL RETURN LINE HAS TO BE REMOVED OR REPAIRED. BOAT ALTERATION GEN/52A PROVIDES DIRECTION FOR INSTALLING A LOCKING DEVICE ON THE FUEL RETURN VALVE AND SHALL BE ACCOMPLISHED ON ANY BOAT WITH A Q-SERIES ENGINE. ANY FUEL RETURN VALVES THAT DO NOT HAVE LOCKING DEVICES SHOULD BE LOCK WIRED OPEN AND PERMANENTLY TAGGED AS NORMALLY OPEN TO PREVENT DAMAGE TO ENGINE AND FUEL SYSTEMS. LOCK WIRE MAY BE TEMPORARILY REMOVED IF MAINTENANCE IS REQUIRED. NORMAL TAG OUT PROCEDURES SHOULD BE FOLLOWED. FOR MORE INFORMATION REFERENCE SMALL CRAFT ENGINE ADVISORY R 161746Z DEC 13.

12. 11 METER RIB CENTER CONSOLE BOATS FUEL SYSTEMS HAVE THE ABILITY TO SUPPLY AND RETURN FUEL SEPARATELY TO THE FORWARD AND AFT TANK.
CUSTODIANS SHOULD VERIFY PROPER FUEL VALVE POSITION PRIOR TO LAUNCHING CRAFT.

13. CUMMINS QSB ENGINES 2008 AND OLDER ARE EQUIPPED WITH FIVE IN-LINE FUSES WITHIN THE ENGINE VESSEL HARNESS. FAILURE OF ANY OF THESE FUSES CAN RESULT IN A FAILURE OF THE ENGINE TO CRANK AND/OR FAILURE OF THE DIESEL/VESSEL VIEW TO POWER UP. THIS HARNESS IS PLUGGED INTO THE ECM AND RUNS UNDER THE ENGINES. EACH FUSE HOLDER IS IDENTIFIED WITH A RED WATERPROOF CAP. NSWC CCD POC LISTED IN THIS MSG CAN PROVIDE AN ELECTRONIC COPY OF THE QSB 5.9 MARINE CM850 ELECTRONIC CONTROL MODULE WIRING DIAGRAM IF REQUESTED.

14. RIB FUEL TANKS AND WATER SEPARATORS ARE FREQUENTLY FOUND TO BE CONTAMINATED WITH WATER AND SEDIMENTS. CUSTODIANS ARE REMINDED FUEL TANKS ARE TO BE STRIPPED DAILY, BEFORE RUNNING ENGINES AND PRIOR TO FUELING OPERATIONS AS REQUIRED BY THE BOAT INFORMATION BOOK. SHIPS ARE ALSO REMINDED THAT ANY FUEL USED IN RIBS IS TO BE PROCESSED BY THE SHIPS PURIFYING SYSTEM PRIOR TO USE.

15. RIB BATTERIES ARE OFTEN FOUND TO BE DRAINED BELOW REQUIRED VOLTAGE FOR STARTING AND NORMAL OPERATIONS. SHIPBOARD RIBS SHOULD BE CONNECTED TO SHORE POWER AND BATTERY CHARGERS ENERGIZED TO MAINTAIN BATTERY VOLTAGE. ENGINE PRE-HEATERS SHOULD BE ENERGIZED WHEN TEMPERATURE IS EXPECTED TO DROP BELOW 60 DEGREES FAHRENHEIT. RIBS ARE PROVIDED WITH SHORE POWER CABLES.

16. 11 METER RIB RADAR DOMES HAVE THE ABILITY TO COLLECT WATER AND CAUSE RADAR ARRAY TO SHORT CIRCUIT WHEN ARCH IS STOWED IN THE DOWN POSITION. CUSTODIANS ARE REMINDED TO STOW RADAR ARCH IN THE UPRIGHT POSITION TO PREVENT WATER INTRUSION AND DAMAGE.

17. 11 METER RIBS ARE EQUIPPED WITH TWIN WATER JETS THAT COUPLE TO A MARINE GEAR. THE MARINE GEAR SHOULD NEVER BE ENGAGED WHEN CRAFT IS OUT OF THE WATER. ENGAGEMENT OF THE MARINE GEAR WILL CAUSE DAMAGE TO WATER LUBRICATED CUTLASS BEARINGS. CUSTODIANS ARE REMINDED TO ONLY ENGAGE MARINE GEAR WHEN CRAFT IS WATERBORNE.

18. 11 METER RIBS HAVE SEVERAL ELECTRONICS ON THE CONSOLE EXTERIOR,INCLUDING A SMARTCRAFT DISPLAY, VHF RADIO, RADAR DISPLAY, AND MOBI POSITION INDICATOR. ALL EQUIPMENT

HAS PROTECTIVE COVERS WHICH PREVENT DAMAGE FROM BOTH UV RAY AND SALT WATER EXPOSURE. RADAR DISPLAYS SPECIFICALLY ARE NOT WATERTIGHT AND ARE SUBJECT TO WATER INTRUSION IF NOT COVERED.
19. PROPULSION ENGINE FRESH WATER FLUSHING VALVES ARE OFTEN LEFT IN THE OPEN POSITION AFTER RIB ENGINES ARE FLUSHED CAUSING THE RAW WATER PUMPS TO LOSE PRIME AND RESULTING IN IMPELLER FAILURE.
CUSTODIANS ARE REMINDED TO CLOSE FLUSHING VALVES AFTER FLUSHING AND PRIOR TO LAUNCHING RIB.
20. IN THE EVENT OF RUNNING ENGINE RAW WATER PUMPS DRY THE INTERNAL RAW WATER RUBBER IMPELLER WILL DETERIORATE AND CAUSE RUBBER PARTICLES TO CLOG ALL COOLERS MUFFLER INJECTOR NOZZLES AND HEAT EXCHANGERS. CUSTODIANS ARE REMINDED TO BACK FLUSH ALL COOLERS MUFFLER INJECTOR NOZZLES AND HEAT EXCHANGERS AFTER IMPELLER FAILURES TO REMOVE POTENTIAL BLOCKAGES.
21. 11 METER RIB BOATS ARE EQUIPPED WITH AN ALTERNATOR ON EACH ENGINE. IF EITHER OF THE ALTERNATORS FAIL AND NEW IS ORDERED FROM STOCK SYSTEM OR VENDOR CUSTODIANS ARE REMINDED TO REWIRE ALTERNATOR IN ACCORDANCE WITH NAVSEA DRAWING APPLICABLE TO CRAFT.
22. 11 METER RIBS HAVE AN ENGINE BATTERY BANK AND SUPPLY BATTERY BANK. IF ONE ALTERNATOR FAILS THE REMAINING ALTERNATOR WILL CONTINUE TO CHARGE THE SYSTEM. CUSTODIANS ARE REMINDED TO CHECK EACH ALTERNATOR CHARGING ABILITY BY RUNNING ONE ENGINE AT A TIME WHILE GAUGE IS MONITORED.
23. SHIPS FORCE IS REMINDED THAT THE SEA PAINTER IS SECURED ABAFT THE BOW OF THE BOAT. THE SEA PAINTER MUST BE ADJUSTED SO THAT WHEN THE BOAT IS IN THE WATER, THE BOAT TOWS FROM THE SEA PAINTER, NOT THE FALLS. HAND TENDING THE SEA PAINTER OR AN IMPROPERLY POSITIONED OR SECURED SEA PAINTER CAN ALLOW THE BOAT TO TOW FROM THE BOAT FALLS OR WHIP AND CAUSE THE BOAT TO BROACH, SWAMP, OR CAPSIZE, RESULTING IN PERSONNEL INJURY OR DEATH. ENSURE THAT THE SEA PAINTER IS SET AT THE CORRECT LENGTH, ATTACHED TO THE DESIGNATED SHIP CLEAT OR BITT, AND PROPERLY RIGGED TO THE BOAT'S BOW POST. DRIVE THE BOAT FORWARD TO RELEASE TENSION ON THE SEA PAINTER, AND THEN PULL/RELEASE THE SEA PAINTER FID, AND CAST OFF THE SEA PAINTER. USING THE LIZARD LINE, LINE HANDLER RETRIEVES THE SEA PAINTER. FOR MORE INFORMATION REFER TO NSTM CH 583 VOL 2.
24. ALL US NAVY CRAFT CUSTODIANS ARE REMINDED THAT NSWC CCD IS THE PLANNING YARD AND LIFE CYCLE MANAGER FOR USN SHIPS BOATS. PLEASE CONTACT BELOW POCS FOR ANY CRAFT TECHNICAL, PARTS OR IN-SERVICE ISSUES, COMMENTS OR CONCERNS. NSWC CCD REPS ARE LOCATED: NORFOLK, GARY JERNIGAN, GARY.R.JERNIGAN(AT)NAVY.MIL, SAN DIEGO: KIM SAGE, KIM.SAGE(AT)NAVY.MIL.
25. RECOMMEND WIDEST DISSEMINATION. FORWARD COMMENTS/QUESTIONS TO NSWC CCD TPOC FOR BOATS IN SERVICE: GARY JERNIGAN, NSWC CCD GARY.R.JERNIGAN(AT)NAVY.MIL OR GO TO HTTP:(DOUBLE SLANT) BOATS.DT.NAVY.MIL (DOUBLE SLANT) 26. ACTIONS: NSWC CCD TO RESOLVE STOCK SYSTEM ISSUES WITH QSB ENGINE CONTROL COMPONENTS. NSWC CCD WILL UPDATE LOGISTICS TO INCLUDE MAINTENANCE LISTED FOR ITEM SEVEN ABOVE. NSWC CCD TO UPDATE LOGISTICS TO PROVIDE LUBRICITY ADDITIVE TO DEPLOYED RIBS.
NSWC CCD TO DEVELOP BOATALTS TO UNINSTALL LUBRICITY FILTER SYSTEMS UNQUOTE// BT
#0036
NNNN
Carol J Price
Technical Data Repository Librarian
NAVAL SURFACE WARFARE CENTER DET NORFOLK
300 TARAWA COURT SUITE 303

VIRGINIA BEACH VA 23459-3239
(757) 462-3106
https://boats.dt.navy.mil//tdr/
<DmdsReleaser>PRICE.CAROL.JEAN.1035617023</DmdsReleaser>
UNCLASSIFIED//